AFFAIRS OF THE RAILWAYS

Voluntary Relief Associations Costly Institutions on Some Lines.

Track-Laying During the Past Year-Bankrupt Roads-The Commission Question -The Indiana Midland.

Five of the more important systems of railways of this country have voluntary relief associations which pay benefits in case of accident to or the death of a member, and thus far in every case these associations have been non-supporting, and the railroad companies have been called upon to make up large deficits. When these associations were established it was expected the assessments would fully cover all payments, but this has not by any means been the case on either of the systems of railways, yet the advantages of the associations are thought, by many railrord officials, to be sufficient recompense for this outlay of money on the part of the companies. Within the last few weeks the Journal has published statements of the operations of the relief associations of the Pennsylvania lines, the Baltimore & Ohio and the Philadelphia & Reading, and below are points in the annual statement of the Chicago, Burlington & Quincy road, just made public, which will be read with interest, as the question of establishing such associations is now being agitated quite generally. The Burlington relief department was organ-ized under peculiar circumstances. The company had just passed through an exnew employes were without the insurance advantages afforded by the brotherhoods, and it was largely to supply this deficiency the association was formed. In the two years that the association has been in full operation the assessments from its members have amounted to \$876,000 in round numbers, and during that period the "Q has paid out \$406,000 in death and disability premiums, and this deficit has been made up by the "Q" people, as well as \$12,-400 of unpaid assessments, making a total of \$42,400 of deficit that the company has had to provide for. The general expenses of the association amounted, in the thirty months since it was organized, to \$113,000, all of which also came out of the "Q" treasury, so it will be seen that it has been an expensive institution to this road, as well as to the Eastern lines above mentioned. The last year the membership increased from 8.705 to 10,416, or about 40 per cent, of the employes on the system.

Track Laid in 1891.

The Engineering News publishes its usual annual summary of track laid in the United States during the year. According to the figures given there have been 4.093 miles of new railway constructed between Jan. 1 1891, and Jan. 1, 1892, which brings the total mileage of the United States up to 171,106. This is a decrease of 1,574 miles from last year's figures, or the smallest mileage built during any year since 1885, when only 3,131 miles of track were laid. This decrease is quite evenly distributed over the country, each group of States showing a decrease with the exception of the Middle States-New York, New Jersey, Pennsylvania, Delaware and Maryland—which show an increase of 58 per cent. over last year, and the largest mileage constructed during any year since 1883. The six south Atlantic States have laid the largest amount of new track, 1,096 miles, and the six New England States the smallest, fifty miles. The State of Pennsylvania heads the list with 253 miles and is followed in order by Georgia. Washington and South Carolina with 244 miles, 220 miles and 219 miles, respectively. No track was laid in the States of Connecticut, Deleware, Mississippi or the Territory of Arizona. The State of Kansas, which laid 1,526 miles in 1886, 2,102 miles in 1887 and 508 miles in 1888 has laid less than two miles in 1891. Among the other States which have laid small amounts are Maryland, three miles, and Rhode Island four

Trying to Keep Up the Boycott, An effort is being made by the board of rulings to have the postponed meeting of the joint committee of the Trunk-line and Central Traffic associations held next Wednesday. Vice-chairman Donald said yesterday that he expected the rule would be issued to-day. Hopes are still entertained, it seems, that the action of the general passenger agents, recommending that the board of rulings be divested of its police powers, will not be ratified by the presidents, and that the effort to abolish commission payments will be continued. The members of the board, however, have given up all hope of keeping in force the boycott against the Chicago & Alton, and admit that some other plan must be adopted by the Eastern lines to bring their Western connections into co-operation with them for the accomplishment of their purpose.

Foreclosure Sales and Receiverships. The next number of the Railway Age and Northwestern Railroader, to be issued Jan. 1, will contain a review of the foreclosure sales and receiverships in 1891. It will show that twenty-one railway properties, with an aggregate mileage of 3,223 miles, and a capitalization of over \$168,000,000, were sold under foreclosure during the year. While this is less in the number of roads. and slightly less in the mileage than the to-tals of the previous year, it shows an in-crease of about \$3,500,000 over the capitali-zation represented by the sales of 1890. A summary of foreclosure sales for sixteen years shows a total of 498 roads, with a mileage of 53,748 miles, and a capitalization of \$3,033,304,000. Receivers were appointed in 1891 for twenty-six different companies, representing 2,159 miles of railroad and \$84,479,000 of capital.

Locomotives Chained to the Tracks. The Indiana Midland railroad, extending from Anderson to Waveland, at the western border of the State, is practically abandoned by its owners, chief of whom is Harry Crawford, of Chicago. Not a wheel has turned on the road since Saturday. The tie-up is caused by the treasurers of Madison, Hamilton and Boone counties seizing the rolling stock to satisfy unpaid taxes. Nine locomotives are chained to the track at Anderson, Noblesville and Lebanon. The only officer of the company to be seen along the line is Passenger Agent Parkhurst, and he seems powerless to do anything to change the situation. Bad management is said to be the cause of the

Personal, Local and General Notes. This month the New York Central has let contracts for forty heavy engines, thirty day coaches and two thousand box

A. B. Bridges has been appointed commercial agent of the Chicago, Milwaukee & St. Paul road, with headquarters at St.

M. E. Ingalls, president of the Big Four lines, will leave immediately after New Year's for New York, to be absent two

W. M. Hobbs, for years past trainmaster on the Rock Island road, has been promoted to superintendent of the Illinois division of the C. & R. I. system.

F. E. Buskirk to-day leaves the service of the Pennsylvania lines to become the assistant general passenger agent of the Erie lines, with headquarters at Chicago. The Cincinnati, Hamilton & Dayton company is so pressed with work at its own shops that it has sent two of its locomotives to the Indianapolle, Decatur &

Western shops to be rebuilt. On Jan. 1 C. G. Hare succeeds D. H. Campbell at Plattsburg, on the Sandusky divis-Greenville, on the Dayton & Union road, succeeding E. B. Patrick, resigned.

General Manager St. John, of the Rock Island, announces the appointment of Dr. W. D. Middleton as surgeon-in-chief of the Rock Island company. Dr. Middleton's headquarters will be at Davenport, Is.

Several trains for suburban service over the Big Four out of Cincinnati are being fitted out at the Brightwood shops. One of these traiss will be sent to Cincinnati today, to be run between that city and Au- will make extensive improvements at the of Mr. and Mrs. Charles P. Greene, No. 132

remodeled, and are as handsome and substantial as any coach built at the present

On Jan. 1 the office of controller of the Cincinnati, Jackson & Mackinaw road will be abolished, F. S. Anable retiring. W. F. Booth has been appointed acting auditor and will look after the duties of the con-

Judge Field, general solicitor of the Louisville, New Albany & Chicago road, who has been so ill as to confine him to the house much of the time the last six weeks, has fully recovered, and left last night for Chicago on official business.

It is stated that as soon as the Cincinnati, Hamilton & Dayton secures control of the Cincinnati. Jackson & Mackinaw road it will be obliged to begin a system of general improvements, as the road-bed and equipments are in bad condition. It is stated that 1891 has been an un-

usually good year for the Louisville divis-ion of the Pennsylvania lines in its passen-

ger business, the receipts from this branch of service being at least 5 per cent. in excess of 1890, which means quite a gain. The Chicago & Eastern Illinois is beginning to move some coal from the Clay county mines. The gross earnings of the road for the last six weeks, in which the strike of the miners was on, were \$90,000

less than in the corresponding period of

The new issue of stock of the Louisville, New Albany & Chicago road, which the directors proposed to let the stockholders have at 25 cents on the dollar, is selling slowly. Outside parties, however, offer to take the entire issue at 221/2 cents on the

The Indianapolis delegation, numbering fifty or more, who propose to attend the annual meeting of the National Brickmakers' Association, to be held in Washington next month, have arranged to travel over the Big Four and the Chesapeake & Ohio roads.

A special from Valparaiso, Ind., says that the Pennsylvania Railroad Company has commenced grading for its double track at Winslow. Contracts have been awarded to grade nearly all the distance west of that point to Whiting, which will be completed by spring.

F. Ratciiff, agent of the Peoria & Eastern at New Castle, Ind., retires to-day, and is succeeded by W. H. Shideler. J. D. Fidler, agent of the P. & E. at Danville, Ill., who was to have retired to-day, after serving the company for several years, has withdrawn his resignation.

Albert S. White, general freight agent of the Big Four lines, is in the city. He states that no assistant general freight agent will be appointed at present in the place of J. J. Fletcher, who retires to-day, but his duties will be looked after in the St. Louis terri-

tory by a general agent. Train No. 37, over the Cincinnati, Hamilton & Dayton, is scheduled to make the run from Indianapolis to Cincinnati, 125 miles, in three hours and nine minutes, and but twice this month has the train reached Cincinnati late, several times making up six to ten minutes, which places it

among the fastest trains in this country. Representatives of the Wabash system are now engaged in Porter county it purchasing the right of way for the Chicago extension. The right of way has already been secured from Montpelier to Westville, and the line is open from the Indiana-Ohio State line to seven miles west of Wolcottville. Track laying will be com-

menced early in the spring. The Pennsylvania Company is acting very generously with manufacturers on its lines, putting in sidings wherever representatives of the company thought the business would justify, and in some cases the switches have been long ones. At Marion, Ind., a switch 1.128 feet in length has just been put in, leading to the works

of the Opalescent Glass Company. The Pennsylvania Company has placed another order for steel rails, twenty thousand tons, making eighty thousand tons already contracted for next year's delivery. About one-half of the new rails will be laid on the lines west of Pittsburg. If the project of doubling the track on some of the Western lines is carried out, a still greater quantity of rails will be needed.

There is good authority for stating that there is no truth in the rumor that Charles Howard, general manager of the New York & New England road, is soon to retire. President Bostwick says that he is doing good work for the company. The directory of the road is now considering the doubling of the track of the Western or Hudsonriver division, at an estimated cost of

Nineteen of the officials of the Big Four road were present at the complimentary dinner given last evening to J. Q. Van Winkle, who retires from the service of the company to-day. The dinner was given at the Columbia Club-rooms, and was one of the most expensive and sumptuous spreads of the season. J. A. Barnard, general manager of the Peoria & Eastern, was master of ceremonies.

The revolution which is being wrought on the Union Pacific road shows the advantage of placing practical railroad men at the head of a company's business. General Manager Clark is now operating the system on \$200,000 less money a month, without detriment to the service, and remittances are now going to Boston from the West, whereas a year ago the drift of cash was going in the opposite direction.

D. B. Martin, general passenger the Big Four lines, te in the city. He states that there is not a word of truth in the statement telegraphed from Chicago to the effect that between him and E. O. Mo-Cormick, general passenger agent of the Cincinnati, Hamilton & Dayton lines. there was an unpleasantness. He says their relations are of the pleasantest character, and he has no reason for stating that the C., H. & D. is not adhering to rates.

Judge Gresham, in the federal court at Chicago, yesterday, rendered a decision staying proceedings in the action at law brought some time ago by the Pullman Palace-car Company against the Chicago, Milwankee & St. Paul Railway Company to get possession of forty-five palace cars which had been jointly operated by the companies and for \$700,000 damages for abrogating the contract. The suit will now be tried on the St. Paul's bill in chancery in the same matter against the Pullman company.

The Santa Fe and the Atlantic & Pacific roads are troubled with serious spow blockades in New Mexico. No Eastern mails have been received 'at Albuquerque over the Santa Fe for four days. The passenger trains are snowed in in the Ratan mountains and in the level stretch of country in the vicinity of Springer. The snow blockade on the Atlantic & Pacific is between Grants and Chaves. The snew-storms in the mountains are reported to be something unheard of for severity, and stories of great suffering among the villages in the mountains are in circulation.

The Chicago Association of General Superintendants, at a recent meeting, adopted a resolution which is in the form of a recommendation to the general managers of the interested railroads that owners of freight, other than first, second and third classes, be required to load and unload it themselves or pay \$2 per car for the labor, at the option of the roads. At present many of the roads assume the expense of the loading and unloading, and it is expected that if the proposed agreement can be adopted it will put an end to a troublesome form of competition, and at the same time prevent discrimination. A meeting of the general managers will be called soon to

consider the matter. The division superintenents of the Baltimore & Ohio have decided to put a time inspection service in operation on all lines east of the Ohio river. The object is to reduce to a minimum the danger of accidents resulting from imperfect regulators, chronometers and particularly unreliable time pieces used by employes, Inspectors will be appointed to regulate and examine once every three months all watches used by empleyes in responsible positions connected with the movements of trains. The watches used by these employes must be of a standard grade of excellence and are to be compared once a week with the telegraph time of the road, in order that proper

comparison and record may be made. V. T. Malott, chairman of the executive committee of the Chicago & Western Indiams road, and who has charge of the improvements, expending the money as he and his assistants may deem wise, has prepared his annual statement, which shows that, of the \$1,000,000 voted to be expended on the property, he has expended but \$850,000. With this money extensive side-tracks, to accommodate the business at junction points, were put in, and, netwithstanding the big rush of business the last three months, the facilities have been so improved that no delays or blockades have occurred. During the year seven heavy locomotives have been added to the company's motive power. The coming year he will make extensive improvements at the

the road, and the prospective business in connection with the world's fair. So many roads new use the Chicago & Western Indiana as an entrance to Chicago that it is very important that ample track-room and depot facilities be furnished.

At the meeting of the board of directors of the New York Central & Hudson River Railroad Company, held in New York yesterday, General Manager J. M. Toucey pressed the acceptance of his resignation, offered some time ago. It is announced that Cornelius Vanderbilt would not listen to it. The result is not yet known.

An important railroad decision, favoring the Chicago, St. Paul & Kansas City road, was filed at Waterloo, Ia., yesterday. In 1883 the Wisconsin, Iowa & Nebraska road was built. Blackhawk county voting a 5 per cent. tax to aid its construction, the county agreeing to give stock for aid. Later the road was sold to the Chicago, St. Paul & Kansas City, and the county ignored. Local capitalists bought the tax receipts, and brought suit asking that the transfer of stock to the St. Paul road be declared fraudulent, and such stock transferred to them, or that they be awarded \$80,000, the amount of the aid extended, represented by the tax receipts. Both petitions were denied and the cloud on the road's bonds is removed.

On the Panhandle division of the Pennsylvania Company, between Logansport and Chicago, the work of laying a second track is being pushed as vigorously as on the Pittsburg, Fort Wayne & Chicago road. Large forces of men are at work grading along the line in Cass and Pulaski counties. Commencing at a point south of Royal Center, the men are now at work putting in a double track to Royal Center; also, another crew building an extension to the switch at Thornhope of a mile, just four miles north of Royal Center, and still another crew at Star City, eight miles north of Royal Center, laying a mile and a half more, and that much more to be built north from Winamac. From the present indications they will have a double track from the point of the Curveton cut-off, over one-third of the way to Denham, before sixty days.

PERSONAL AND SOCIETY.

Mrs. J. H. Bennedum, of Leesville, O., is the guest of her uncle.

Mr. W. F. Mason, of Denver, Col., is here to spend a month with his family. Miss Katharine Kregelo has gone to Pittsburg to visit friends for a few weeks. Mr. Michael Bamberger is home from New York to spend New Year's with his parents. Misses Anna and Lens Hartman, of Chi-

cago, are guests of Mr. Isensee's family, on State street. Mrs. James Slaughter, of Corydon, is the guest of Mrs. Maxwell, on North Pennsylvania street. Mrs. Thomas Gallagher, of Cincinnati, 18

visiting her mother, Mrs. Davis, on North Illinois street. Miss Bowman will receive New Year's. at her home in Irvington, assisted by Miss Allen and Miss Morse.

Miss Ottie Luchrmann, of Memphis, is the guest of Mrs. Philip Hildebrand, on North Tennessee street. Mrs. C. B. Thompson, of Chicago, who

has been the guest of Mrs. Charles A. Bates, returned home yesterday. Miss Annie M. Cummings, of Chautauqua, N. Y., is visiting her brother, E. B. Cummings, of Vine street.

gone to Anderson to remain over New Year's with Mrs. John W. Lovett. Miss Luzzie Muntz, of Titusville, Pa., is spending the holidays with her cousins, Misses Lou and Daisy Muntz.

Mrs. C. S. Denny and daughters have

Mr. F. M. Ernsperger, of Rochester, has returned home after visiting his sister, Mrs. Margaret Holmes Bates. Mr. and Mrs. J. F. Howley will leave this afternoon for Pittsburg to spend New

Year's, to be gone a week or two.

Seelye.

Mr. Frank West, of Detroit, is expected to-night to spend a few days with his parents. Mr. and Mrs. George H. West. Miss Bessie Craig, of Davenport, Ia., is visiting her grandparents, Mr. and Mrs. Lewis Hasselman, on East North street. Mr. J. Maurice Butler gave a large theater party last evening, in honor of Miss Van Valkenberg's friends, Miss Goode and Miss

The engagement is announced of Miss Mary Martindale, daughter of Mr. and Mrs. E. B. Martindale, and Mr. Herbert Emery, of Boston, Mass. Miss Georgia Whittier went to Chicago

yesterday to attend the marriage of a consin, which occurs to-morrow, and to visit her grandparents. The Hebrew Ladies' Benevolent Society gave a social and dance in the assembly hall at the Propyleum, last evening, which

was a very successful affair. Mr. and Mrs. Charles H. Comstock, of Racine, Wis., will come Friday to visit Mrs. Comstock's parents, Mr. and Mrs. W. H. Latham, on East Washington street. Mr. and Mr. Charles E. Kregelo gave a delightful informal company last evening for Mr. William Stuart, an old friend, who is here this week with Miss Julia Marlowe.

Miss Bessle West entertained a few friends yesterday afternoon, informally, in honor of the young ladies home from college, Miss Adams, Miss Taylor and the Misses Atkins.

Mr. and Mrs. Charles Long, at 172 East North street, gave a very pleasant 5-o'clock tea. Wednesday, to a few friends, in honor of Mrs. Long's parents, Mr. and Mrs. Harris, of Terre Haute. Mr. and Mrs. W. A. Vanplanck, who have been spending the holidays with Mr. W. P.

Elliot and family, on North Alabama etreet, left for their home in Elmira, N. Y., yesterday afternoon. Miss Latham, of Boston, teacher of physical culture in Miss Rigby's school in Columbus, O., who has been visiting her uncle, Mr. W. H. Latham and family, has returned to Columbus.

About seventy-five couples will participate in the Assembly ball to-night at the Propyles m. The patronesses are Mrs. H. R. Alien, Mrs. John M. Butler, Mrs. E. B. Martindale, Mrs. E. F. Hodges and Mrs. O.

H. Hasselman. Mrs. John Reaume entertained the Chapel Cinb very delightfully vesterday afternoon in honor of her daughter and guests, who are here from St. Mary's of the Woods. The young ladies are musical and contributed much to the pleasure of the guests with several numbers, vocal and instrumental.

Miss Lida Niblack gave a small company last evening at her home, on West North street, in honor of her guest, Miss Eva Alden, a fine musician of Terre Haute. During the evening the guests were treated to some fine music by Miss Alden, by Miss Kirby of South Bend, and by Mr. Barnes and Mr. Taylor. Each and every number was greatly appreciated by the small circle of

music-lovers. Master Willie Sullivan, of No. 18 Fletcher avenue, entertained his youthful friends with a masquerade party last evening. The large house was handsomely decorated and illuminated for the occasion, and presented a pretty appearance when the rooms were filled little masked princes and princesses in their bright costumes. The children were served with suitable refreshments and were sent home at 10 o'clock. MR. AYRES'S PARTY.

Mr. and Mrs. L. S. Ayres gave an elegant dancing party, last evening, for their son Frederick, who is home from Yale, and his guests, Mr. John Moon of Eau Claire, Wis., Mr. John Winstandley of Bedford and Mr. Will Wheeler of Chicago. The guests were welcomed in the drawing-room, and were then esecrted to the cious ball-room. The latter has been recently decorated in dainty blue, and for last night it was draped with Christmas garlands from end to end. The pillars were wound with smilax. The colors and brilliant illumination made a beautiful frame for the sixty or more young people who enjoyed the dance. Hart's Orchestra furnished the music. The small rooms adjoining the ball-room were cozily arranged for resting-places. Mrs. Wheelock, of Chicago, and Miss Ayres assisted in entertaining. The dining-room was made beautiful with smilax and a profusion of pink roses and candles with rosy shades. The guests included most of the young people who are home for the holidays, and among those from out of town were Miss Pinney, of New York; the Misses Callihan and Miss Craig. of Davenport, Ia.; Miss Dety and Mr. Wal-lace Krag, of Chicago; Miss Heywood, of Northfield, Minn.

SWAN-GREENE. A very pretty wedding occurred yesterday morning, at 10 o'clock, at the residence

to accommodate the increasing business of eldest daughter, Miss Lulu P. Greene, and the road, and the prospective business in the groom Mr. J. H. Swan, of Detroit. Rev. Joseph A. Milburn, of the Second Presby-terian Church, performed the ceremony in the presence of the family and most intimate friends. The bride was attended by her young sister. Miss Vivian Greene, and Miss Bessie Warne. The bride's dress was a handsome white faille francaise, trimmed with lace and pearl passementerie, and carried a bonquet of white roses. The house was decorated with a profusion of Christmas greens, palms and flowers. In the dining-room, where the wedding break-fast was served, the table was festooned with wreaths of green, and white satin ribbon from the corners to the chandelier. In the center was a pyramid of ferns and white hyacinths. Hyacinths and smilax also decorated each plate that was served. Many beautiful gifts from friends far and near were received. At 1 o'clock Mr. and Mrs. Swan left for their home in Detroit.

LESTER-FERGUSON. At 8 o'clock last evening Mr. Carl Lester and Miss Sadie Ferguson were married by the Rev. J. C. Baird, at the home of the bride's uncle, Dr. A. J. Hay, on Ash street. The bride wore a gown of white China silk, and carried bride roses. She was attended by Miss Kate Hay, who was daintily clad in white albatross, and carried La France roses. Mr. Charles Martin, the groomsman, completed the bridal party. Only the relatives and a few near friends were present to witness the impressive ceremony. Atter a trip to the north Mr. and Mrs. Lester will be at their new home, at 109 Ruckle street. THORNDYKE-SHERMAN.

WASHINGTON, Dec. 30.-The marriage of Miss Rachel Sherman, daughter of the late Gen. William T. Sherman, and Dr. Paul Thorndyke, of Boston, was solemnized at noon to-day, at the residence of Senator Sherman, in the presence of a number of relatives and officials. It was a gathering composed chiefly of intimate friends of the late General Sherman, many of whom came from afar to witness the nuptials of the favorite daughter of the deceased chieftain. The house was gay with music and fragrant with flowers. The ceremony took place in the front parlor of the residence. A canopy of asparagus and smilax was twined over the recess where the ceremony was performed. A background of foliage and palms massed together made the couple standing in front all the more effective and attractive. On the mantel were banked white blossoms in profusion, and hanging from the chandeliers were wreaths of smilax in-

tertwined with white chrysanthemums and carnations. The ushers were Mr. Allen Johnson, of the British lega-tion; Mr. Ward Therou, Mr. William Thorndyke, Dr. Augustin Thorndyke and Mr. Tecumseh Sherman, the bride's brother. Preceding the bride came her little niece, Miss Elizabeth Thackara, in a gown of white muslin, carrying a basket of white lilies. Sepator Sherman escorted the bride, who was met by the groom and his best man, Mr. Albert Thorndyke, The party grouped about Father, Sherman, brother of the bride, who, with much impressiveness, performed the marriage rites of the Catholic Church.

After the ceremony the bride and groom held a reception. A wedding breakfast was next served to the invited guests. Among those present were the President and Mrs. Harrison, Mrs. McKee, the Vice-president and Mrs. Morton. Secretary Blaine, Miss Blaine, Mr. and Mrs. Damrosch, Secretaries Rusk and Tracy, Senator and Mrs. Stanford, Sir Julian Pauncefote and others.

BREWER-MAIDEN. Special to the Indianapolis Journal. GREENFIELD, Ind., Dec. 30 .- This evening Mr. Daniel A. Brewer, of Whiteland, and Mrs. E. L. Maiden, of this city, were married at the home of the bride's uncle, Mr. J. E. Hart, of this city. Relatives and a few intimate friends of the bride and groom were present. The bride was the widow of the late Preston Maiden, who died while serving as sheriff of Johnson county. The newly-married couple left on the 8o'clock train for Indiapapolis, and to-morrow will proceed to Whiteland. It is possible they may make their future home in this city.

LARNILL-WHITE. Special to the Indianapolis Journal. WASHINGTON, D. C., Dec. 30,-Miss Besme Hunter White, of this city, and C. H. Larnill, of Fort Wayne, Ind., were married yesterday at the residence of the bride's grand parents, Mr. and Mrs. C. M. Van Deventer, No. 1414 O street, by Rev. J. H. Cuthbert, of the First Baptist Church. Only the immediate friends of the contracting parties were present. Mr. and Mrs. Larnill will make a tour of the East and North before returning to Fort Wayne,

which will be their future home.



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